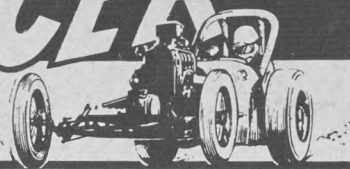


THE BENCHRACER

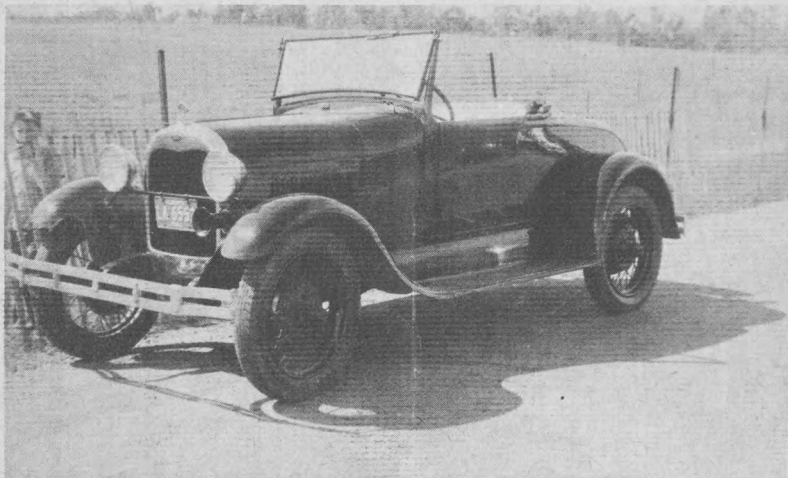
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VOLUME 2 - No. 6

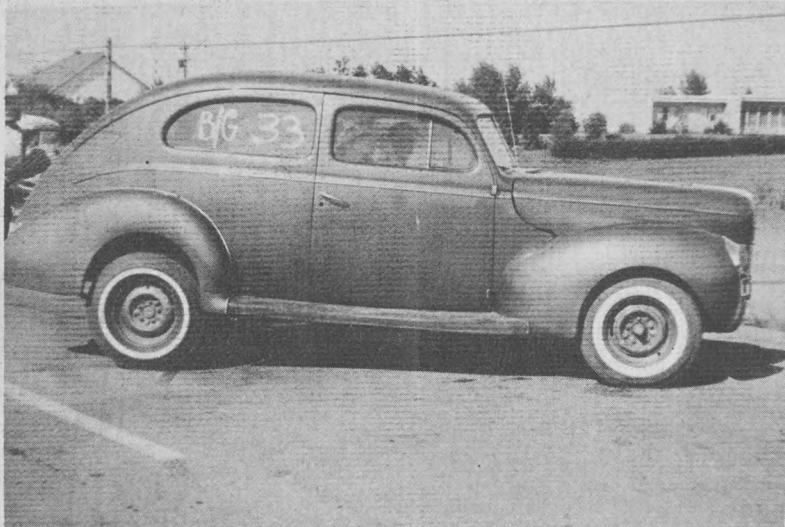
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JUNE, 1962



Immaculately restored 1928 Ford roadster owned by George Weslosky of Edmonton joined the fun at the last CCHRA drag races and took home the trophy for X/Stock class as it set class record of 24.16 secs. for the quarter-mile run!

(Cover photos by John Chalmers)



Wildly-raked 1940 Ford coach, metallic blue in color, hails from Red Deer and is owned by Fred Ludwig. Chev. engine hooked up to Chev. transmission and rear end propelled the car to class record for B/Gas at Edmonton strip. Lightened car weighs only 2900 lbs.

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The Benchracer

A publication of the Alberta Provincial Hot Rod Association, to promote hot rod activities in Western Canada

VOLUME 2 — NUMER 6 — JUNE, 1962

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5000 Fans See Kozak Turn 146 M.P.H.

Calgary, Alta., May 21/62.

Lincoln Park was the scene for the opening drags on the prairies and if the enthusiasm shown that day by both competitor and spectator is to be the trend for the '62 season, then we can be sure that Drag Racing will continue to be Alberta's fastest growing sport.

The day's activity was highlighted by the fine display put on by Vic Kozak and Bob Pinney in the Chrysler-powered dragster sponsored by Mount View Machine. The car has had some major changes in both chassis and the engine since last season and should prove interesting when all bugs are worked out.

Class winners were:

G/S '39 Chev., Larry Bergstrom, Calgary.

F/S '52 Chev., Wayne McCuskee, Calgary.

E/S '49 Ford, Fred Stayk, Calgary.

D/S '55 Dodge, Cliff Larson, Calgary.

C/S '60 Ford ½ ton, Jim Appleby,

Saskatoon.

B/S '62 Pontiac, Harvey Dalke, Calgary.

A/X '58 Chev., Fred Pople, Calgary.

B/X '62 Chev., E. Gerrish, Calgary.

C/X '55 Olds., Barney McIvor, Calgary.

S/X T-Bird, Ron Starchuk, Calgary.

D/Sp. '61 Volvo, Colin MacDonald, Calgary.

C/Sp. '60 MG, Barry Steeves, Calgary.

D/G '47 Monarch, Jim Majcher, Calgary.

C/G '46 Merc., Phil Pust, Calgary.

B/A '32 Ford/Olds., Ned Stewart, Calgary.

C/A '36 Ford, Foster Phillips, Calgary.

B/B R.E. 500 Rod Trettler, Calgary.

C/B Bentley 125, Dave Jenner, Calgary.

B/C T Roadster, Norm Gossett, Barry Kyles and Albert Van Wyke all of Calgary.

C/AF '50 Chev., Sunny Ferris, Calgary.

A/OG Chrysler Dragster, Vic Kozak, Calgary.

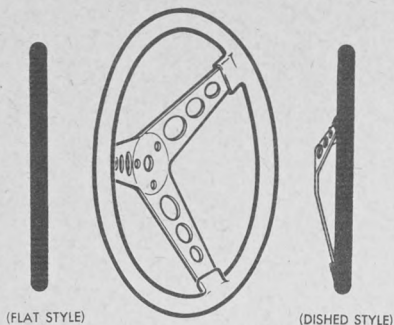
Little Eliminator: Phil Pust.

Middle Eliminator: Ned Stewart.

Top Eliminator: Norm Gossett, Barry Kyles and Albert Van Wyke.

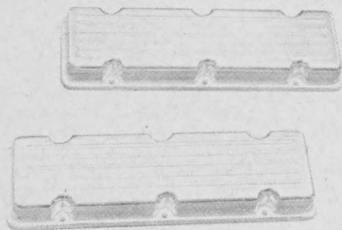
Top Time: Vic Kozak, 146 m.p.h.

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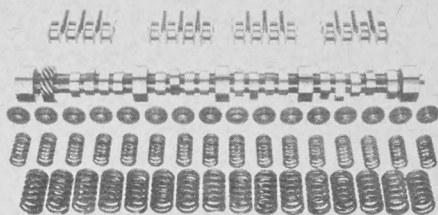
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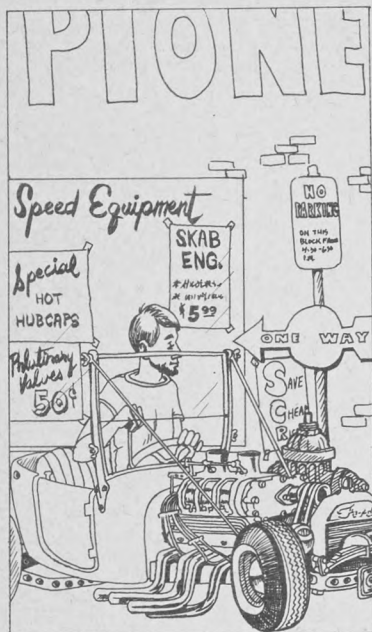
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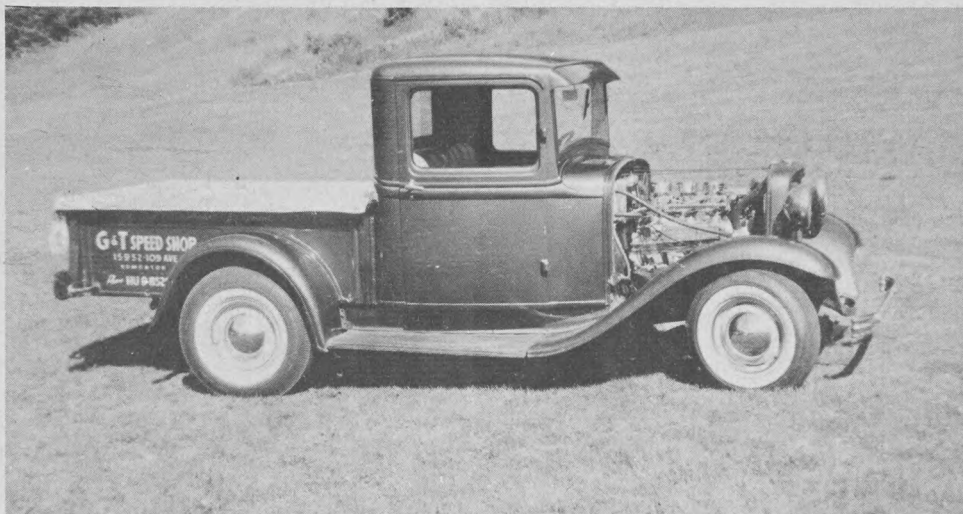


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THE BENCHRACER**Car of the Month**

Pride of the G & T Speed Shop is Gary Kangas's 1932 Ford pick-up truck powered by Oldsmobile engine, and dressed up with whitewalls, chrome, and full custom upholstery.

"G & T SPEED SHOP'S DEUCE PICK-UP"**Photos & Story by John J. Chalmers**

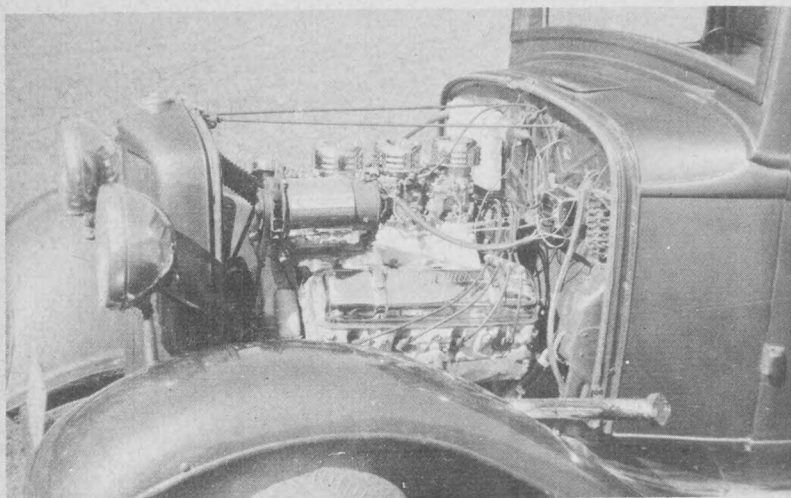
Gary Kangas, operator of the G & T Speed Shop in Edmonton, Alberta, has distinguished himself by building two fine street rods in the past two years. His first, a 1934 Ford coach, was Olds powered, and his newest, a 1932 Ford pick-up truck, is also moved by an Olds engine. The engine is 1953 in vintage, and displaces 303 cubic inches, running stock with exhaust cut-outs, and triple Rochester carbs on an Offenhauser manifold.

A great lover of Oldsmobile products, Gary has used a 1955 Olds rear end, rear brakes, and rear springs. A 1956 Olds heater and defroster keeps the cab warm in the coldest of Alberta winter weather. Another of the owner's great loves, a LaSalle floor shift transmission, transfers the power from the engine to the open drive shaft. Up front, stock '32 Ford steering is used with '48 Merc brakes and spindles on the '32 axle. Tube shocks all around cushion the ride on Dominion Royal 8.20 x 15 rear tires and 6.50 x 15 front tires.

Although the body was completely restored by Edmonton fireman Al Oulton, several changes are not easily seen, such as the modified X-member and additional cross member in the frame. Interior of the cab sports white headliner, and tan naugahyde pleated seat. Flat door covers with pleated white inserts and a black floor mat complete the interior which is equipped with safety belts, fire extinguisher, first aid kit, and floor access to the battery. Stewart-Warner gauges and Dixco tach tell what is happening in the engine compartment. Ceramic green metallic paint on the body with red underside and yellow wheels capped with baby Moon discs provide the rest of the color. White tarp cover tops off the box of the truck.

The truck is driven daily as an all-purpose vehicle and has racked up several thousand miles as proof that the 1,400 dollars and 500 hours spent on its construction were well worth the investment. Under construction now in Gary's garage is a B/Altered coupe, Model T bodied and running a hairy Chev mill. Watch for it at the drags about the same time you get this issue of the 'Racer.

Conservative rake is achieved through the use of different size tires. Note front tube shocks and hoses leading to Oldsmobile heater mounted on firewall. Stock headlights and lenses hide sealed beam units.



Triple carb set-up and chrome valve covers with exhaust cut-outs coming over front fenders lend an imposing look to the engine which rests on Hurst mounts. Stock radiator is retained, but with changed water outlets. Stock rad cap and cowl vent help to give original appearance to truck.



Interior view reveals naugahyde upholstery, Buick steering wheel, and long shift lever. Fire extinguisher and battery access cover can be seen below seat, which sits on top of gas tank. First aid kit mounts under dash.

RED DEER CAR SHOW

Photos & Write-up by John J. Chalmers

Saturday, May 19 was the date for Red Deer's fourth annual Autorama, sponsored by the Igniters Rod & Custom Club of Red Deer, Alberta. With about a dozen more entries over last year's show, thirty-eight cars proved the popularity of the show among the contestants, and a packed crowd at the Red Deer Arena showed their appreciation as they loudly applauded every trophy winner as he stepped on stage to receive his gold. Entries from Edmonton, Red Deer, Calgary, Saskatoon and several Alberta towns entered cars in the show.

Dave Myers of Calgary was a big winner with his fine channelled 'A' coupe sporting new red paint, chrome front end, Chev engine, and a full red pleated interior and roof, upholstered only two days before the show. Dave took Grand Aggregate and First Place Rod Coupe.

Two other big winners were the brothers Wade, Duncan and Duane—from Edmonton who took the Rod Truck class and Most Popular Car trophies with their immaculate 1928 Ford roadster pick-up, with its Dodge-powered, and stock body. This little red bomb was the Benchracer feature car in the March issue.

The team of Bill Sherman and Tony Allinson of Edmonton duplicated their feat of a month earlier at the Saskatoon show, as they again took Best Engineering, and Best Competition trophies for their tiny Chrysler-powered Messerschmitt.

Winner of the second Benchracer Award for the best local hot rod was of course given this time to a Red Deer car. Originality is one of the prime requisites to winning this trophy, and it was decided that Doug Hall's hearse was without a doubt one of the most original "hot rods" the Benchracer has ever seen. Doug took the 'Racer award for his spotless 1947 Pontiac hearse, powered by a 1952 Olds engine hooked up to an automatic transmission. A purple paint job, pin-striping, and white-pleated driver's compartment top off the big party wagon.

Trophy winners at the Red Deer show are as follows:

Antique—Bob Weidner; Model A Roadster; Lacombe, Alta.

Rod Pick-up—Duncan & Duane Wade; 1928 "A" roadster pick-up.

Semi-Custom—1st, Ron Lea, 1952 Meteor; 2nd, Don Smith, 1957 Ford, Calgary, Alta.

Conservative Custom—1st, Ron Dotchak, 1955 Chev., Edmonton, Alta.; 2nd, Morley Spelman, 1953 Merc.

Custom Truck—Steve Egbert, 1956 Ford, Edmonton, Alta.

Unfinished Custom—Don Heather, 1953 Olds.

Rod Coupe—1st, Dave Meyer, 'A' coupe, Calgary; 2nd, Ken Achs, 1940 Ford coupe, Saskatoon, Sask.

Rod Sedan—Duane Sceery, 1934 Ford, Edmonton.

Roadster—Bob Cantin, '31 'A' roadster, Edmonton.

Unfinished Rod—Lawrence Service, Model T, Ponoka, Alta.

Best Competition—Sherman & Allinson, A/A Messerschmitt, Edmonton.

Sports Car—Marvin Wine, custom-built sports car, Bentley, Alta.

Best Engineered—Sherman & Allinson, Edmonton.

Club Participation—Jay Hawks, Stettler, Alta.

Best Display—Al Sadden, Edmonton.

Farthest Distance—Ken Achs, Saskatoon.

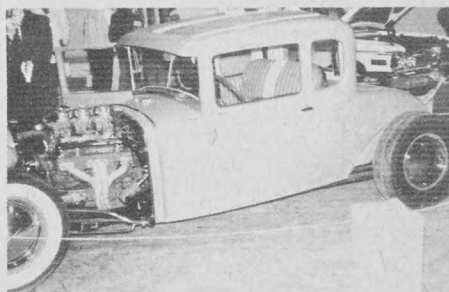
Grand Aggregate—Dave Myers, Calgary.

Most Popular—Duncan & Duane Wade, Edmonton.

Bob Fowlie Memorial—Fred Chrunyk.

Benchracer Award—Doug Hall, 1947 Pontiac hearse, Red Deer, Alta.

———— 0000 ————



Big winner at the Red Deer show was Dave Meyer's bright red altered street coupe. Dressed-up Chev. engine and full pleated red upholstery helped win the coveted Grand Aggregate award as well as first place Rod Coupe trophy.



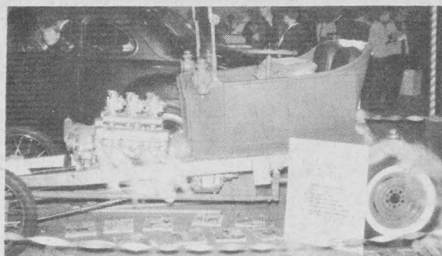
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SELL—1935 Ford half-ton truck, complete. Good rod material. \$85.00. Ray Peets Speed & Auto, Edmonton.

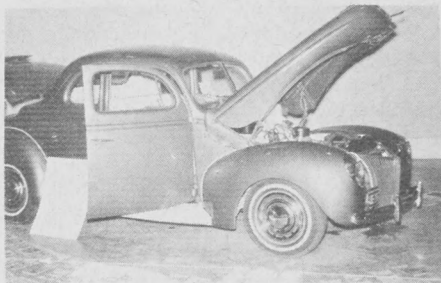
WANTED—Cam, dual intake manifold, headers, for '53 Merc. Darryl Hunt, 12910 - 131 Avenue, Edmonton, Alta.

WANTED—Model "A" or "B" pick-up truck. Don Brechin, 9449 - 65 Avenue, Edmonton. Phone 433-6721.

°°°°°



One of two Saskatoon entries was Ken Achs beautiful mint-green 1940 Ford coupe featuring full white pleated interior and Chev. engine.



Wild creation from Ponoka was unfinished street rod with dragster front end, Buick engine, kerosene lamps; is owned by Lawrence Service.

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CAR CLUB ACTIVITIES

By W. Dale Stauffer

Asphalt Arabs Car Association of Bowness Alberta:—

From the sands of Bowness came the Asphalt Arabs to help in giving blood and to pickup other participants willing to give a pint.

Out of the Arabs "Cave" this year is a '36 Ford coupe that has been completely restored with the seams welded and leaded. The car is powered by a stock '56 Buick V-8. It is hoped that the car will be finished for the drag racing season in Calgary.

Also from the "Cave" comes a club project in the form of a competition car. It will be either a '32 Ford coach or a '32 Chev. coupe powered by a '56 Ford V-8.

As well as building their own cars they have found time to assist Frank "Leadfoot" Janet in the construction of his new stock car. Volkswagen torsion bar suspension will be used up front with a Halibrand style unit in the rear. It will be powered by a much modified '56 Pontiac V-8.

The Arabs are also helping the Alberta Safety Council to put on its Teenage Driving Rodeo in Bowness.

CAPITAL CITY HOT ROD ASSOCIATION DRAG RESULTS, JUNE 24, 1962

X/S	'28 Ford		
	George Weslosky	24.16	
F/S	'52 Ford		
	William Odenbach	18.72	63.82
D/S	'56 Ford		
	Howard Riggs	17.21	74.07
C/S	'57 Chev.		
	Ken Parr	15.90	75.68
B/S	'61 Chev.		
	Tony Wozny	15.55	77.58
A/S	'62 Chev.		
	Don Albers	14.85	84.11
S/S	'62 Chev.		
	Ray Hamans	13.30	98.36
E/SP	'62 Volks.		
	Ernie Kowal	21.23	54.00
A/MSP	Chev. Special		
	Wendell Hoover	13.59	94.83
C/G	'37 Chev.		
	John Chalmers	13.82	91.37
B/G	'40 Ford		
	Fred Ludwig	15.04	81.08
B/A	'32 Plymouth		
	Sultans	12.93	94.73
	Stock Eliminator—Ray Hamans		
	Middle Eliminator—Sultans of Edmonton		

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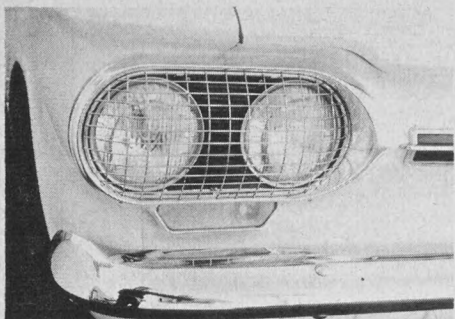
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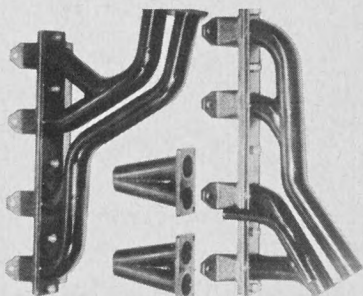
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